

THE OVERLAND CHINA MAIL
(PUBLISHED EVERY
WEEK DAY)
Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world \$1.50
per annum.

The China Mail.

ESTABLISHED 1845

AGENTS
Orders for the "China Mail"
and "The Overland China Mail"
may be made to our agents at
the following ports:
Canton, Peking, Amoy,
Shanghai, Hongkong, & Co.
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Marine, A.S. Watson & Co., Ltd.

No. 16,557.

號五月六年六十百九千壹

HONGKONG, MONDAY, JUNE 5, 1916.

辰丙大歲年五國民華中

PRICE, 38.00 Per Month

**THORNE'S
OLD VAT
No. 4.
SCOTCH WHISKY.**

SOLE AGENTS:
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG.
Tel. 616.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A. Chapman, V.D.

NOTICE.

The undermentioned members of the Stretcher Bearer Section who passed the Examination in First Aid to the Wounded held on the 23rd ult. have been qualified for the certificate of the St. John's Ambulance Association, and are exempted from the usual weekly drill until further notice:—Ptes. E. W. H. James, J. R. Suiter, D. C. Wilson, and J. Easton.

PARADES.

Parades for Tuesday, 6th instant.
5.10 p.m.—Centre Section M. G. Co. (Kowloon residents) M. G. drill at Kowloon Docks.
5.15 p.m.—Centre Section M. G. Co. (H.K. residents) M. G. drill at Hqrs.
5.15 p.m.—Right Section M. G. Co. at Hqrs.
5.15 p.m.—Recruits of all units Squad drill at Hqrs. under S. M. Hickey.
5.15 p.m.—Stretcher Bearer Section—Instruction at Hqrs.
5.30 p.m.—Left Section M. G. Co. M. G. drill at Hqrs.
5.30 p.m.—Signalling Section "A," "B," and "C" Classes at Causeway Bay.
5.30 p.m.—Scouts Co. No. 4 Sec. Musketry Instruction at Hqrs.
5.30 p.m.—Mounted Section on Polo Ground under Staff Sergeant Talbot.

DETAIL.

On duty till 8th instant: H.K.V.R.
Next for duty 9th instant Scouts Company.
Orderly Officer 9th to 15th inst.—Lieut. Lindell.

HONGKONG POLICE RESERVE.

EQUIPMENT BOARD.

Tuesday, June 6th.—No. 12 Section.
Wednesday, June 7th.—No. 13 Section.
Thursday, June 8th.—No. 14 Section.
Friday, June 9th.—No. 15 Section.

BAND PRACTICE.

Thursday, June 8th at 6.15 p.m. sharp JOINED.

Mounted Patrols:—L. P. Vincent.
Orchestra:—A. J. Bragg.

NOTICE.

ANY EUROPEAN, NON ASIATIC or INDIAN desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police at least 48 hours before the intended hour of departure giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hours of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

NORTH BRITISH & MERCANTILE INSURANCE CO.

BY WHICH ARE VESTED THE REVENUES OF THE OCEAN MARINE INSURANCE COMPANY, LTD.

and

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914, £23,970,367.

1—Authorized Capital £6,000,000
Subscribed Capital £4,500,000
Paid-up Capital £2,437,500
II—Fire Fund £3,337,047
III—Life & Annuity Funds £17,035,820
Sinking Fund Account £128,230

£23,970,367

Revenue Fire Branch £9,381,456
Life and Annuity £2,141,693
Revenue Marine Department £37,239
Other Receipts £78,940

£23,339,228

The Accumulative Funds of the various Branches are separately invested, and by the prudent management are able to meet the requirements of the respective Departments of the Company's Business.

SHEWAN TOMES & CO. Agents

THE HONGKONG ROPE MANUFACTURING Co., Ltd.
Established 1883
MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE	CABLE LAD 5" to 15" CIRCUMFERENCE	4 STRAND 3" to 10" CIRCUMFERENCE
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Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to:
Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS
6,000-Tons, 3,000 Horse Power now Built
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination.
STEAM LAUNCH FOR SALE OR HIRE.
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ROUGH ON CORNS
Paring a corn only brings but brief relief.

**WATSON'S
CORN CURE**

When applied night and morning
undermines the corn, which can be
then easily removed with the finger,
causing no pain or discomfort.

PREPARED ONLY BY
A. S. WATSON & Co., Ltd.
HONGKONG DISPENSARY.
Telephone 18.

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BY K. A. MASSEY
NOW READY.

PRICE \$2.00
MOUNTED ON CLOTH \$3.00
WITH TEAK-WOOD ROLLERS \$3.50

Also
PLAN OF BUSINESS SECTION \$0.75.

These Maps are Published in connection with Massey's Commercial Map and Directory and are on Sale at
Messrs. KELLY & WALSH, Ltd., Messrs. BREWER & Co.,
The SOUTH CHINA MORNING POST, Ltd.,
SINCERE Co., Ltd., SUN Co., Ltd., WING ON Co., Ltd.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.
Established 1883
MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE	CABLE LAD 5" to 15" CIRCUMFERENCE	4 STRAND 3" to 10" CIRCUMFERENCE
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Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to:
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Hongkong, April 11, 1912.

"MUMEYA"

"While-you-wait" Photography.
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.

PRICE 2.00 per 3 pos. on Post Cards.
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SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"
Pumps empty Dock in 2-3/4 hours

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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JOHN I. THORNYCROFT & CO. LTD.
PETROL & KEROSENE MOTORS 7-1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.
HONGKONG, CHINA AND JAPAN, AGENTS.
Telegraphic Address: "TAIKOODOCK." TELEPHONE No. 312.

BEWARE OF MOSQUITOES!

MOSCATINE.

THE INFALLIBLE INSECT REPELLER.
DELICIOUS PERFUME. PERFECTLY HARMLESS.
50 cts. \$1.00-\$2.50 per bottle.

PREPARED ONLY BY
THE VICTORIA DISPENSARY.
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THE HONGKONG HOTEL
AND
GRILL ROOM

J. H. TAGGART.
MANAGER.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

FIRST-CLASS-FAMILY, RESIDENTIAL AND-TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies rooms, Roof Garden.
Terms—From \$5 per day Mex.
Telegraph add: "Peaceful," P. O. PEUSTER, Manager.

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AND
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Branches—
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SHANGHAI,
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DON'T Forget after the Show, Supper and Light Refreshments.
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Central Location
All the latest Tastes, Fine Cuisine, European Baths and Sanitary Fixings, Hot and Cold Water System throughout.

Best of Food and Service.

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Consultation free.

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In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

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GENERAL MANAGER.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
MONDAY, 5th JUNE.	MONDAY, 5th JUNE.
8 A.M. "HEUNGSHAN"	8 A.M. "HONAN"
10 P.M. "FATSHAN"	5 P.M. "KINSHAN"

TUESDAY, 6th JUNE.

8 A.M. "HONAN"	8 A.M. "HEUNGSHAN"
10 P.M. "KINSHAN"	5 P.M. "FATSHAN"

Single Fare by Night Steamer \$ 4.00
Return Fare by Night (available also for Return by Day Steamer) 11.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE.

S.S. "TAISHAN" Tons 2076 | S.S. "SUI TAI" Tons 1601.
HONGKONG TO MACAO.
Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.
Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 3 P.M.

EXCURSION TO MACAO.
SUNDAY, 11th JUNE.

The Company's Steamship "TAISHAN" will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 3 P.M.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.
S.S. "SUI TAI".
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.
S.S. "SALVAGE" 788 Tons, and S.S. "NANTING" 489 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 8 days. Passengers can remain in Hongkong or vice versa by the Company's direct Steamers "LINTAN" and "SANTU". These vessels have superior Cabin accommodations and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor)
Opposite the Bank of China.

ALEXANDRA CAFE.


We Serve the Best Tiffin or Dinner in Hongkong for \$1.00.

Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants, Sirloin of Beef, Saddle of Mutton &c., Pork Sausages (own make) Game Pies, Pork Pies, Plum Puddings, Minced Meat, Minced Pies.

ROURNVILLE COCOA

The Cocoa with the most delicious flavour.

Made by **Cadbury's** from the finest Cocoa.



INTIMATIONS

NOTICE.

MR. H. S. ABDELLI having retired from our firm his interest therein ceases as from the 31st May, 1916. The firm will be carried on by Mrs. Z. ABDULKYUM and Mr. T. A. TYERKHAN the remaining partners.

H. HIPOOLA & Co.
Milliners and Drapers
13 and 15 D'Aguilar Street.
Hongkong May 31, 1916. 704

NOTICE.

REUTER BROCKELMAN & CO.
(In Liquidation).

CREDITORS are required to send in their claims against the above to the Undersigned, St. George's Building, Chater Road, on or before FRIDAY the 30th June, 1916.

SHEWAN, TOMES & CO.
Liquidators.
Hongkong, May 31, 1916. 703

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the THIRTY FIRST ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on FRIDAY, the 24th day of June, 1916, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1915.

The Register of Shares of the Company will be CLOSED from TUESDAY, the 6th June to SATURDAY, 10th June, 1916, both days inclusive, during which period no Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, May 31, 1916. 705

SILIMPOPON (SEBATTIK) COAL.

THE Undersigned having been appointed AGENTS for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo).

SILIMPOPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPOPON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Siboto Bay (Sebatik Harbour). Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,
Agents Cowie Harbour Coal Company, Limited.
Hongkong, Dec. 2, 1915. 1027

PRAE TRAMWAYS COMPANY, LIMITED
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.10 a.m. Every 10 minutes.
8.10 a.m. to 10.10 a.m. Every 10 minutes.
10.10 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.
8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m., every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.
Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vaux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptroller order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

FRENCH LESSONS

G. MOUSSON.
15, Morrison Hill Road

THE NEW FRENCH REMEDY, THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

THE NEW FRENCH REMEDY, THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

INTIMATIONS

WANTED.

FURNISHED HOUSE or FLAT.
Higher level. Address "Flat."
C/o "CHINA MAIL" Office.
Hongkong, June 3, 1916. 719

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

MR. EDWIN LESTER GILBERT ARNOLD has been appointed from the 1st June, 1916, Local Manager in Hongkong of the above Company in place of Mr. PERCY TENTER, resigned.

W. H. TRENCHARD DAVIS,
Manager for China,
Shanghai.
Hongkong, June 1, 1916. 711

WANTED.

By an EXPERIENCED and EXPERT EXPORT-MAN position in any Mercantile Firm, capable of managing a department, conversant with practically all Chinese produce, able to introduce extensive business, well connected with United Kingdom, France, Italy, Russia, Sweden and Norway, North and South America, South Africa, Australia and New Zealand produce buyers.

Apply stating Terms to
K. Y. Z.
C/o "CHINA MAIL" Office.
Hongkong, May 31, 1916. 708

NEW REGAL DOUBLE RECORDS.

6218 (Ave Maria (Gounod) Violin Solo. Melody in F.

6219 (Baby's Lullaby Bell (Can't Stop To-day... Nymphophone.

6242 (Watchman, What of the Night. Duet The Battle Eve)

6843 (Yobby Clark Y.C. ... Descriptive. Charge of the London Scottish....)

6852 (The Goose Step Kirkby When we've wound up the Watch on the Rhine.....)

6860 (When Father Papered the Parlour B. Williams When Mother Backed the Winner of the Derby

THE ANDERSON MUSIC CO., LTD.

6, Des Vaux Road. TEL. 1323

DAIRY FARM NEWS.

HAM & BACON
We Have Received
NEW SHIPMENTS
OF
AUSTRALIAN & ENGLISH
HAMS & BACON
PRICES AS USUAL.

MARTIN'S
APOLIST
PILLS

MARTIN'S
APOLIST
PILLS

LEE YEE'S

HAIR DRESSING SALOON.
Electric Facial Massage with
Massage Cream, Perfume,
By
EXPERIENCED HANDS:
Novels, Magazines,
Ladies' Fashion Books and
Toilet Requisites.
13, D'Aguilar Street.
Hongkong, July 5, 1915. 581

"A SCOUT IN FAIRYLAND"

"JOHN IN HONGKONG"

A local Fairy Story entirely produced in Hongkong, with typical illustrations for the benefit of War Orphans.

ON SALE AT:
Messrs. Wm. Powell, Ltd.,
Messrs. Wm. Watson, Ltd.,
Messrs. Kipley and Walker, Ltd.,
Messrs. Warriner,
Lindsay & Co., Ltd.,
and Messrs. J. M. M. Ltd.,
Price 50 Cents.

ALEXANDRA CAFE
15, Morrison Hill Road, Kinross, A.

THE WAR.

(Continued from Page 5.)

SUNDAY'S TELEGRAMS.

[FOREIGN OFFICE TELEGRAMS.]

THE VERDUN STRUGGLE.

LONDON, June 1.

The battle of Verdun continues. When the Germans took Cumierres village, experts predicted the French would fall back to the main defences in the west bank of the River Meuse. Hitherto, though the Germans have launched three attacks on a large scale they have not succeeded in driving the French from their advanced position on Deadman Ridge. The losses of the Germans have been again very heavy. The French losses, except on one day when the Germans claimed a considerable capture of prisoners, has not been heavy.

The Germans brought up two divisions from the British front, besides other troops from reserves.

(Reuter's Service to the China Mail.)

FURTHER ENEMY ASSAULTS.

PARIS, June 2.

To-day's communiqué says:—There was a most violent bombardment on the whole front at Verdun. On the right of the Meuse the battle continued to vary with extreme stubbornness on the whole front from Thiaumont Farm as far as Damloup.

—Enemy assaults in the Thiaumont and Douaumont region were repulsed. South of Fort de Douaumont the Germans penetrated the southern part of Caillette Wood, and reached Vaux Road, but all his attacks in the region of Vaux and Damloup were broken, with the heaviest losses.

On the left of the Meuse we advanced 100 metres in the enemy's communication trenches south of Caurettes Wood, between which and the village of Cumierres an enemy attack was stopped by our fire before it could debouch.

Our air squadrons scattered an enemy squadron attempting to re-bomb Damloup. A Fokker and another enemy machine were killed.

FURIOUS FIGHTING AND ENORMOUS LOSSES.

PARIS, June 3.

The evening communiqué says:—On the left bank of the Meuse both artillery were most active in the sector of Hill 304 and between Mort Homme and the Meuse.

The Germans, on the right bank, attempted between Vaux Pond and Damloup village a powerful offensive, which continued all day. Continual attacks with compact masses succeeded each other, but the magnificent resistance of our troops held the upper hand.

West of Fort de Vaux, our counter-attacks, replying to every German attack, prevented any enemy progress. The fighting in front of Fort de Vaux, which the Germans sought to capture at all costs, attained unprecedented fury. Assaulting columns were mown down by our guns and machine-guns, and suffered enormous losses. Enemy masses sent up as reinforcements were caught by the fire of our heavy batteries and were thrown back in disorder towards Dieppe.

The enemy, in the sector of Damloup, at the foot of the Meuse heights, succeeded in penetrating to the village, of which we hold the greater part.

The artillery duel continues very fiercely on the whole front on the right of the Meuse.

RESULT APPEARS IN FRENCH FAYOUR.

LONDON, June 3.

The battle of Verdun is culminating and the result of the gigantic struggle now appears to be already in our favour, says a French semi-official statement.

The only explanation of the enemy's stubbornness, despite his terrific losses, is that he is obliged to finish as quickly as possible in order to delay, if not prevent, the Allied offensive.

ENEMY TRADING.

LONDON, June 3.

The London Gazette announced that the *Benicade*, a German ship, has been added to the list of ships which persons in the United Kingdom are prohibited from trading.

The Standard Tobacco.

"CAPSTAN"
For Flavour. NAVY CUT For Quality.

THE BRITISH FRONT.

TRENCHES PENETRATED.

SHARP FIGHTING IN YPRES SALIENT.

LONDON, June 3.

General Sir Douglas Haig, in a communiqué, says:—Sharp fighting occurred in the Ypres salient today on a front of 3,000 yards between Hooze and the Ypres-Comines railway. The Germans opened an intense and sustained bombardment at 9.15 a.m., extending along the above-mentioned front and to the area behind. Their infantry attacked at noon, and succeeded in penetrating our front trenches at several points, but were repulsed elsewhere.

The enemy's artillery slackened at 6.30 p.m. Fighting continues in this locality.

We exploded mines on Vimy Ridge last night, and with the combination of the artillery, penetrated the German trenches at a few points. Our infantry subsequently withdrew.

The German communiqué's assertion that strong English forces were repulsed at this point is incorrect.

There was much aerial work in the clear weather that prevailed yesterday. An enemy machine was brought down after a fight in the air, and was burned by artillery fire. Another was driven down and damaged. One of our balloons was driven by the wind into the enemy lines, but the occupants landed in our lines by parachute.

THE ITALIAN FRONT.

GREAT AUSTRIAN EFFORTS.

BATTLE BECOMING MORE DESPERATE.

ROME, June 3.

A communiqué says:—The battle between the Adige and the Brenta is becoming more desperate, especially along the Posina Torrent, and in the Solte Communi zone. Violent repeated attacks by the enemy at Posina were repulsed with enormous losses.

The enemy made furious efforts with great forces against the Italian wings, but were unable to advance a foot.

The fighting in the Solte Communi Plateau was most desperate as far as Asiago.

The Italians are still masters of the Lower Plateau of Monte Cengio, where they are resisting incessant attacks.

THE RUSSIAN FRONT.

GERMANS ATTACK NEAR JACOBSTADT.

PETROGRAD, June 3.

A communiqué says:—The Germans at three o'clock on Thursday morning suddenly opened fire from rifles, machine-guns, trench-mortars, big and light guns north-west of Jacobstad. The infantry three attacked, but after passing their entanglements were thrown back to their trenches by our fire.

The enemy artillery was very active in the vicinity of the Drinsk position. An enemy attack south of Smorga was repulsed.

KAISER ON EASTERN FRONT.

AMSTERDAM, June 3.

A Berlin official announcement says that the Kaiser is joining the Army Groups on the Eastern Front.

BULGARIAN MUNITION DEPOT BOMBED.

SALONIKA, June 2.

An aeroplane raid on Porto Lagos caused an explosion in a Bulgarian munition depot.

BRITISH ADVANCE IN EAST AFRICA.

LONDON, June 3.

General Smuts reports that the position of Nkombe, mentioned in a message on the 31st May, was assaulted and carried on the 30th May with slight loss. The enemy retreated from Nkombe station, blowing up a bridge, and leaving a train in our hands.

Our columns are continuing to advance.

AMERICA'S NAVY.

A BIG PROGRAMME OF CONSTRUCTION.

WASHINGTON, June 3.

The Naval Appropriation Bill, which has passed the House, authorises the construction of five battle-cruisers, four scout-cruisers, ten destroyers, 30 submarines, and 130 aeroplanes.

MR. CHURCHILL REVERTS TO RANK OF MAJOR.

LONDON, June 3.

The *Gazette* announces that Major Churchill relinquishes his temporary rank of Lieutenant-Colonel on ceasing to command a Battalion of the Scots Fusiliers.

BRAZIL'S COTTON SUPPLY.

RIO DE JANEIRO, June 3.

President Venceslas Braz opened the Cotton Congress, the object of which is to take measures with a view to enabling Brazil to supply the world's cotton markets.

SIR ARTHUR PHAYRE PROMOTED LIEUT.-GENERAL.

LONDON, June 3.

Major-General Sir Arthur Phayre has been promoted to Lieut.-General.

NO WHITSUN HOLIDAYS.

LONDON, June 3.

The Liverpool Cotton Association has cancelled the Whitsun holidays.

BRITISH STEAMERS SUNK.

LONDON, June 3.

The British steamers *Tweedmouth* Julia Park, and *Lady Nislan* have been sunk. The *Benon Fernon* has also been sunk.

COUGHING INTO CONSUMPTION

"Only a Cough," but you stop it while it is ONLY a cough.

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The finest preparation made for combating every cough.

CURES any cough that is only a cough. Very palatable.

OF ALL CHEMISTS

Prices: 21/6 and 32/6

[FOREIGN OFFICE TELEGRAMS.]

THE AUSTRIAN OFFENSIVE

LONDON, June 1.

The Austrian offensive in Trentino shows slight pause, but this is believed to be due to the necessity for the Austrians to bring up heavy artillery. Curiously enough, the Austrians have been most successful in the most difficult region, namely, the mountainous country between the two valleys of Brenta and Adige, along which their two wings are attacking.

The Times Military Correspondent, Colonel Repington, explains that it is probable that the limited Trentino communications were first reserved for launching a central attack. A central attack proving unexpectedly successful, the wing attacks, especially the left wing, were left considerably behind. The Italians in the centre are now back to the main line defences, namely two groups of fortifications at Amisio and Asiago respectively. During the fortnight that has elapsed since the beginning of the offensive great numbers of reinforcements have been rushed up. It is believed that it has not been found necessary to weaken for this purpose the strength of the Isonzo army. Colonel Repington still believes the Austrians can launch a second attack from Isonzo, where they have twenty-three divisions, without withdrawing any divisions from their Russian front. So far, no Isonzo attack has materialised.

(Reuter's Service to the China Mail.)

KING'S BIRTHDAY HONOURS.

LONDON, June 2.

The following are included in the Birthday Honours List:—

ORDER OF MERIT.

Mr. A. J. Balfour, First Lord of the Admiralty.

VISCOUNTY.

Lord Reading, the Lord Chief Justice.

PEERAGES.

These include Mr. George Coats, the thread manufacturer; the Rt. Hon. Sir Savile Crossley, and the Rt. Hon. Sir Arthur Nicholson (Permanent Under Secretary for Foreign Affairs).

PRIVY COUNCILLORS.

Dr. C. Addison, M.P. (L.)

Mr. C. W. Bowerman, M.P. (Lab.)

Mr. J. A. M. Macdonald, M.P. (Falkirk, L.)

Mr. F. R. Midway, M.P. (U.)

Sir H. G. Parker, M.P. (U.)

Sir H. S. Samuel, M.P. (U.)

G.C.M.G.

Sir Cecil Spring Rice, H.M. Minister to Washington.

BARONETIES.

Sir W. M. Aithin, M.P. (who is the Canadian representative in France.)

Mr. A. P. De Coss, M.P.

Mr. B. G. Falle, M.P.

Hon. E. Twissleton, Wykeham Fienes, M.P.

Mr. Arthur Pearson (Pearson, President of the National Institute for the Blind).

KNIGHTHOODS.

Mr. Agg Gardner, M.P.

Mr. George Greenwood, M.P.

Mr. R. Pearce, M.P. (Protagonist of Daylight Saving in the House of Commons)

Mr. G. H. Radford, M.P.

Mr. G. T. Bailey (Scientific director of chemical works) for services on the Inventions Board.

Mr. T. A. Cook, Editor of *The Field*.

MILITARY HONOUR.

Lieut.-General Sir W. R. Robertson has been promoted to the rank of General.

EASTERN RECIPIENTS.

G.C.M.G.—Sir Arthur Young, Governor of the Straits Settlements.

K.C.M.G.—Mr. C. M. Marling, H.M. Minister at Teheran.

Honorary K.C.M.G.—His Highness Tunkur Mohamed of Negri Sembilan.

C.M.G.—Mr. B. Giles, H.M. Consul at Nanking; and Colonel Malcolm, lately commanding the troops in Ceylon.

MILITARY CROSS FOR PRINCE OF WALES.

LONDON, June 2.

The Birthday Honours include the conferment of the Military Cross on H.R.H. the Prince of Wales.

(Continued on page 2.)

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THE WAR.

THE GREAT NAVAL BATTLE.

(Reuter's Service to the China Mail.)

SUNDAY'S CABLES.

BOTH SIDES LOSE HEAVILY.

GERMAN BATTLE FLEET AVOID ACTION WITH BRITISH MAIN FORCES.

LONDON, June 2. It is officially announced that a Naval engagement occurred on Wednesday afternoon off Jutland. The brunt of the battle was borne by the Battle-Cruiser Fleet, some cruisers, and light cruisers, supported by four fast battleships. Among these the losses were heavy.

Aided by the low visibility the German Battle Fleet avoided a prolonged action with our main forces, and soon after these appeared on the scene the enemy returned to port, though not before receiving severe damage from our battleships.

The battle-cruisers *Queen Mary*, *Indefatigable*, and *Invincible*, and the cruisers *Defence* and *Black Prince* were sunk. The *Warrior*, disabled, was towed for some time, and ultimately had to be abandoned by the crew.

It is known that the destroyers *Tipperary*, *Turbulent*, *Fortune*, *Spurlock*, *hulk* and *Ardent* were lost, and six others are not yet accounted for.

No British battleship or light cruiser was sunk.

The enemy's losses were serious. At least one battle-cruiser was destroyed, and one was severely damaged.

One battleship is reported to have been sunk by our destroyers during a night attack.

Two light cruisers were disabled and probably sunk.

The exact number of enemy destroyers disposed of cannot be ascertained with any certainty, but it must have been large.

DAMAGE TO GERMAN FLEET.

LONDON, June 3. The Admiralty announces that we lost altogether eight destroyers.

One enemy battleship of the *Kaiser* class was blown up in an attack by British destroyers, and another Dreadnought battleship of the *Kaiser* class is believed to have been sunk by gunfire.

Of three German battle-cruisers, two of which are believed to be the *Derfflinger* and the *Lutzw*, one was blown up; another was heavily engaged by our Battle Fleet and was seen to be disabled and stopping; and the third was observed to be seriously damaged.

One German light cruiser and six German destroyers were sunk, and at least two more German light cruisers were seen disabled. Repeated hits were observed on three other German battleships.

Finally, a German submarine was rammed and sunk.

GERMAN OFFICIAL STATEMENT.

AMSTERDAM, June 3.

A German communiqué admits the loss of the small cruisers *Wiesbaden*, and *Pommern*, and adds that the small cruiser *Franke* and some torpedo-boats are missing.

It declares that the Germans picked up the two sole survivors of the *Indefatigable*, and that three British destroyers were sunk, including the *Neser* and the *Albatross*.

CRIPPLED ENEMY DESTROYERS.

COPENHAGEN, June 3.

Ten German destroyers passed through the Little Belt in a southward direction very slowly. One was so damaged that it was unable to proceed till fetched and taken in tow by an undamaged destroyer.

RESCUE WORK BY TRAWLERS.

LONDON, June 3. Dutch trawlers and hags are arriving at Rotterdam, Ymuiden, and the Hook of Holland with small numbers of dead, wounded, and unwounded, picked up from the Naval battle.

REAR-ADMIRAL HOOD ON "INVINCIBLE."

LONDON, June 3. The Times understands that Rear-Admiral the Hon. Horace Hood, C.B., flew his flag in the *Invincible*, as second in command of the Cruiser Squadron.

LATER DETAILS.

WHOLE HIGH SEAS FLEET ENGAGED.

IMPORTANT GERMAN STATEMENT.

DAY BATTLE SUCCEEDED BY NIGHT BATTLE.

AMSTERDAM, June 3. The most important admission is made in a Berlin semi-official statement that the whole of the High Seas Fleet were engaged in the Skagerrak Naval Battle.

Vice-Admiral Scheer commanded the German forces, which also included the older German ships of the line, battle-cruisers and all light units of the North Sea; also destroyer and submarine flotillas.

Vice-Admiral Hipper commanded the reconnaissance forces which first gave battle to the British battle-cruisers and light cruisers at five o'clock in the afternoon.

Subsequently the whole of the fleets participated.

The day battle lasted till nine in the evening.

Then a night battle developed, being in the nature of severe destroyer attacks.

TWO ZEPPELINS DESTROYED.

COPENHAGEN, June 3.

Fishermen report having seen two Zeppelins destroyed off the west of Denmark on June 1st. They had been shot and were aflame.

THE LOST OFFICERS.

LONDON, June 3.

It is officially announced that four midshipmen of the *Queen Mary* were saved. All the other officers were lost. The Commander of the *Invincible* and a Lieutenant were saved. All the others were lost.

All the officers of the *Indefatigable*, *Defence* and *Black Prince* were lost. All the officers of the *Warrior* were saved.

BERLIN ADMITS THE LOSS OF A DREADNOUGHT.

LONDON, June 3.

An Associated Press wireless message from Berlin, intercepted in London, says that the Germans admit the loss of the dreadnought *Watzfah*.

THE ADMIRALTY'S VIEW.

A FEELING OF ELATION.

LONDON, June 3.

An Associated Press representative was informed at the Admiralty that the latest reports from Grand Admiral Sir John Jellicoe, and Admiral Sir David Beatty had caused a feeling of elation which may be summarised as follows: "We went out within enemy waters looking a fight. Our inferior fleet engaged the entire German Battle Fleet and forced them to return to harbour and abandon any enterprise they may have contemplated."

KING'S MESSAGE TO THE NAVY.

LONDON, June 3.

H.M. The King, replying to a loyal telegram from Admiral Jellicoe, conveying birthday congratulations, said: "I am deeply touched by your message which reaches me on the morning of a battle which has again displayed the splendid gallantry of the officers and men of your command."

"I mourn the loss of the brave men—many of whom were personal friends—who have fallen in their country's cause, and regret even more that the German High Seas Fleet, in spite of heavy losses, were enabled in the mist to evade the full consequences of the encounter which they always professed to desire but for which when the opportunity arrived they showed no inclination."

"Though the enemy's retirement immediately after the opening of the general engagement robbed us of the opportunity of gaining a decisive victory, the events of May 31st amply justify my confidence in the value and efficiency of the Fleets under your command."

BATTLE FLEET COAL AND REFIT IN FEW HOURS.

LONDON, June 3.

The British Admiralty has been informed officially that the entire British Battle Fleet, except the *Marlborough*, coaled and refitted for sea service within a few hours of its return to harbour.

FURTHER DETAILS OF THE FIGHT.

AN EYE-WITNESS STORY.

COPENHAGEN, June 3.

The Captain of the Danish steamer *Nacsborg* has arrived here. He witnessed the battle off Jutland. He said that he was ninety-five miles west of Havn when a few small British warships appeared, pursued by the German Fleet. Suddenly the British vessels turned westwards, being heavily shelled. A few minutes later many British battle-cruisers came from the west and north and attacked the Germans, who were reinforced by numerous warships coming from the south along the west coast of Jutland.

The most fierce fight began. The sky was filled with smoke, the sea was in uproar, and shells were falling around the *Nacsborg*, though she was several miles away. Owing to the violence of the cannonade the crew of the *Nacsborg* was unable to stand on the deck.

At length the Germans fled southwards with the British pursuing. Suddenly several British warships appeared from the west and then the German fleet divided, scattering in all directions.

Fishermen who have arrived at Esbjerg state that they saw a cruiser sunk by a mine fifty miles north-west of the Blaavandsk lightship.

Forty-five to eleven.

LONDON, June 4.

A Captain stated yesterday that the German fleet number forty-five vessels, including vessels of the largest types. The British fleet which was seen pursuing the Germans numbered eleven, and subsequently eight other British ships appeared firing heavily. The sea was smooth and many sailing vessels passed through the firing line.

ZEPPELINS AND AEROPLANES PARTICIPATE.

COPENHAGEN, June 4.

The *L24*, five other Zeppelins and several aeroplanes participated in the battle. The *L24* was hit several times, and lost much gas, and staggered to the Schleswig coast by throwing everything overboard. Many of the crew were wounded.

This Zeppelin was first reported as being the *L24*.

VESSELS WHICH SCARED THE GERMANS.

LONDON, June 4.

Information from Edinburgh shows that the four battleships of the Grand Fleet which appeared at the critical juncture in the battle were the *Valliant*, *Hank*, *Malaya* and *West*.

The fight then took a different complexion, and the British were most disappointed when the

THE NAVAL FIGHT.

PARTICULARS OF SHIPS ENGAGED.

Following are particulars of some of the ships mentioned above—

BRITISH.

"*Queen Mary*," battle-cruiser, completed 1913; displacement 27,000 tons; main armament eight 15.5-inch discharging a projectile of 4,000 lb. weight at the rate of two rounds per minute, and sixteen 4-inch; speed 32.7 knots. After complement numbered 980 officers and men.

"*Invincible*," battle-cruiser, 1911; 18,750 tons; eight 12-inch and sixteen 4-inch; designed for a speed of 25 knots, which was much exceeded during trials. Complement 700 officers and men.

"*Defence*," was a ship of the "Mina-taur" class, 14,900 tons, 23 knots speed. Armament four 9.2-inch, ten 7.5-inch and sixteen 12-pdr. guns. Completed in 1908. Complement, 800 officers and men.

"*Black Prince*," completed 1906, was an armoured cruiser of 13,550 tons; speed 23.3 knots; armament, six 9.2-in., ten 6-in., and twenty 3-pdr.; with three torpedo-tubes; complement, 700 officers and men.

"*Warrior*," armoured cruiser, completed 1906, was a ship of 13,550 tons, armed with six 9.2-in., four 7.5-in. guns; twenty-four 3-pdr. quickfiring and three submerged torpedo-tubes. Complement over 700 officers and men. Speed 22 knots.

The destroyers "FORTUNE," "SPARROWHAWK," and "ARDENT," belong to the "X" class, built in 1911-13; 635 tons, three 4-inch guns and two torpedo-tubes. Oil fuel only is consumed. The complement is 100 officers and men. The "TIPPERARY" and "TURBULENT" as well as the "NESTOR" and "ALBATROSS" do not appear in any list published before the outbreak of the war.

GERMAN.

"*Kaiser*," class—the "KAISER" class of battleships of the Dreadnought type (completed 1912-13), consists of the "KAISER," "FRIEDRICH DER GROSSE," "PRINZREGENT," "LITTLER," "KONIG ALBERT" and the "KAISERIN." In design the ships of this class are very similar to our "NEPTUNE" class, but are much larger, the displacement being 24,900 tons. The designed speed is 20.4 knots, but some ships of the class did much better than this on trial, one of them, the "KAISER," steaming 23.4 knots for a short period. These were the first German battleships to be fitted with turbines. The armament consists of ten 12-in. guns, fourteen 5.9-in., and twelve 21-pdr. quickfiring, with five submerged torpedo-tubes. A feature of this class is the very strong armour belt, which is 13.1-in. over vital parts amidships. Each ship carries 1,060 officers and men, but the "FRIEDRICH DER GROSSE," which is the flagship of the commander-in-chief, has a complement of more than 1,100.

"*Derfflinger*" and "LUTZOW" are Germany's newest battle-cruisers. The "Derfflinger" was laid down at Hamburg at the end of 1911, and launched at the end of June 1914. High speed and great fuel endurance are stated to have been the outstanding features of this ship, which in proportion to her size was by no means heavily armoured. Her displacement is given as 26,200 tons, and her main battery consisted of eight 12-in. guns in four double turrets. Twelve 5.9-in. quickfiring represented the secondary battery and twelve 21-pdr. the anti-torpedo armament. Four submerged torpedo-tubes were fitted. The "LUTZOW" is a sister-ship completed last year. Their speed is given as 28.4 knots, and the complement of each ship as 1,125.

The *Wesfah* displaced 16,000 tons and had a speed of twenty knots. Her armament was twelve 11-in., twelve 5.9-in., sixteen 21-pdr. and six submerged torpedo tubes. Her complement was 986 officers and men. She was completed in 1910.

"*Wiesbaden*" and "POMMERN," described in a German communiqué as small cruisers, which have been lost, are not included in the latest list we have, and we assume that they are quite new ships.

The "FRANKLOS," which the German communiqué gives as missing, is a cruiser of 2,660 tons displacement, and a speed of 22 knots. She was completed in 1903. Her armament was ten 4.3-in. guns and five torpedo-tubes, and her complement 231 officers and men.

NEWS IN NEW YORK.

NEW YORK, June 3.

A German wireless brought the first news of the naval battle to New York, causing a break in stocks, but later the British statement of facts started a rapid recovery, and most of the losses were made up before the close.

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months mothers should watch for any unusual looseness of the child's bowels. When given, prompt attention to this cause, serious trouble may be avoided. Chamberlain's Colic, Cholera and Diarrhoea Remedy can always be depended upon for relief by all Chemists and Druggists.

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THE DIARY.

General Memoranda.

WEDNESDAY, June 7:—
11 a.m.—Auction of Mineral Waters and Household Furniture.
THURSDAY, June 8:—
11 a.m.—Auction of the P. & O. Lighter, "Malate" at the Breakwater, Yau-ma-te.
2.30 p.m.—Auction of Furniture, etc. at Messrs. Hughes and Hough's.
FRIDAY, June 9:—
Noon—Messrs. A. S. Watson and Co's. Meeting.
SATURDAY, June 10:—
2.30 p.m.—Auction of Chinese Porcelains, Bronzes, Pictures, etc. at Messrs. Hughes and Hough's.
SUNDAY, June 11:—
9 a.m.—Excursion to Macau by S.S. "Taishan".
MONDAY, June 12:—
Whit Monday.
Bank Holiday.
Police Reserve "Sports Night" at Victoria Theatre.
TUESDAY, June 13:—
3 p.m.—Sale of Crown Land at Public Works Department.

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BIRTHS.

AUCOTT—On the 5th inst. at 10 Queen's Gardens, Hongkong, to Mr. and Mrs. E. F. AUCOTT, a son.
MANN—On Tuesday, May 30, 1916, at 312 Avenue Joffre, Shanghai, to Mr. and Mrs. H. M. MANN, a daughter.

The China Mail.

HONGKONG, MONDAY, JUNE 5, 1916.

GERMAN LOSSES IN THE NAVAL BATTLE.

We know what our own losses were in the great naval battle in the Skagerrak. The Admiralty made a full and frank announcement on the subject even before it was in a position to adequately indicate the extent of the losses inflicted on the enemy. We shall probably have to wait some days yet before the full extent of the damage done to the German Fleet leaks out. But sufficient is already known to warrant the conclusion that the German Fleet has suffered equally heavy losses, at least as far as tonnage is concerned. Let us examine the information so far to hand. A German communiqué admitted the loss of the cruisers "Wiesbaden" and "Pommern," and announced another, the "Frauenlob" to be missing. Later a German wireless telegram, intercepted by the British Authorities, announced the loss of the dreadnought "Westfalen." A still later telegram, from Ymuiden (Holland) tells us of the arrival there of three officers and fourteen men from the German cruiser "Elbing," which has been sunk. Now, in addition to these five ships, the British Admiralty tells us very definitely that a German battleship of the "Kaiser" class was blown up by British destroyers also that a German battle-cruiser—believed to be either the "Derfflinger" or the "Lutzow" (which are sister ships)—was blown up. The Admiralty also definitely states that six German destroyers and a German submarine were sunk. In addition to this the British Admiralty statement mentions the mutilation of three other capital ships of the enemy's fleet. But in the comparative table below we confine ourselves to ships which are definitely stated to have been lost:

BRITISH.	
Queen Mary	27,000 tons
Invincible	18,770
Defence	17,250
Black Prince	14,600
Warrior	13,550
Eight destroyers, say	7,000
Tons	111,700
GERMAN.	
"Kaiser" battleship	24,300
"Derfflinger" battle-cruiser	22,800
"Westfalen," say	18,800
"Wiesbaden," say	5,000
"Pommern" (cruiser) say	5,000
"Frauenlob"	5,000
Six destroyers	4,200
Tons	91,000

If we add to the German list the Kaiser Dreadnought, which the British Admiralty says is "believed to have been sunk by gunfire," and add further the German battle-cruiser which was engaged by our Battle Fleet and "seen to be disabled and stopping," we get a total German tonnage of 141,000, against a total British of 111,700. When we bear in mind that the British Fleet was

greatly inferior in strength to the German Fleet it encountered, and when we note, too, that the whole German Fleet turned tail when it saw four British battleships came up to the assistance of the Cruiser Squadron, it is very obvious on which side the victory lay in the battle. We have a great deal yet to learn of the fight. It seems probable that some of our losses were from the mines which the fleeing German ships scattered in their wake to stop pursuit. Danish fishermen, in fact, observed one cruiser sink as a result of striking a mine. But while we deplore the loss of so many of our ships, and especially the loss of upwards of five thousand brave men, the nation realises that when two Navies like the British and German come to grips it is extremely unlikely that the victor will retire from the fray scathless. A review of the whole of the circumstances leaves confidence in the superiority of the British Fleet firm and unshaken. His Majesty the King happily voiced the feeling of the Empire in his message to Admiral Jellicoe when he says:

"I mourn the loss of the brave men—many of whom were my personal friends—who have fallen in their country's cause, but I regret even more that the German High Seas Fleet, in spite of heavy losses, was enabled by the mist to evade the full consequences of an encounter for which it has always professed the desire, but for which, when the opportunity arrived, it showed no inclination.

Though the enemy's retirement immediately after the opening of the general engagement robbed us of the opportunity of gaining a decisive victory, the events of the 31st of May amply justify my confidence in the value and efficiency of the fleets under your command."

[It should be stated that this article was written prior to the receipt of the Admiralty statements which appear on page 5. One of these statements says the Admiralty does not doubt that the German losses are heavier than the British but merely relatively but absolutely, "etc."]

NEWS OF THE DAY.

LOCAL AND GENERAL.

With an intermission of a few hours on Sunday afternoon we have had six days of incessant rain. The total fall has been just on 24 inches.

Mr. Eckford, British Consul in Tsingtao, by means of a circular to British residents asking for subscriptions to the Fund for Blind Soldiers and Sailors, collected over £145. When it is remembered that there are no more than 16 British residents in Tsingtao, this is a handsome sum.

Three fatal Chinese cases of plague occurred last week. Five cases of enteric fever, all Chinese, were notified and one fatal Chinese case of puerperal fever. Smallpox cases showed a decline, the number of cases reported being eight, of which seven were Chinese. The total number of cases of plague for the year is 22, all of which ended fatally.

EXCHEQUER BONDS.

The Hongkong and Shanghai Bank informs us that they have received a telegram from London to the effect that British 5% Exchequer Bonds are now being issued repayable in October 1919 and October 1921, the interest being payable in April and October. The issue of Bonds due in 1920 is discontinued.

T.K.K. PURCHASE THE "KOREA" AND "SIBERIA."

The Head Office of the Toyo Kisen Kaisha has advised the local branch today to the effect that the Company has concluded the purchase of the S.S. "Korea" and S.S. "Siberia," formerly belonging to the Pacific Mail Steamship Company.

These two additional steamers will be placed on the Hongkong-San Francisco service. The S.S. "Siberia," which will take the schedule of the S.S. "Chiyo Maru," will leave Nagasaki for San Francisco on the 11th of September, the S.S. "Korea" following about one month later.

These two steamers will on their subsequent voyages, as aforementioned, operate between Hongkong and San Francisco.

A CHINESE COMPANY'S FAILURE.

WINDING-UP PETITION OPPOSED.

Before the acting Chief Justice, Mr. H. H. J. Gompertz, in the Supreme Court this morning a petition was presented on behalf of the San Kwok Man firm for an order to wind up the company and for the appointment of a liquidator.

According to the petition the company was incorporated in October 1913. The company, whose address was 136 and 138 Queen's Road Central, had a nominal capital of \$50,000 divided into 500 fully paid-up shares of \$100 each. The amount of capital paid up or credited as paid up was \$35,783.78. The objects for which the company was established were to acquire and carry on as a going concern the business of drapers, general warehousemen in all its branches, silk mercers, cloth manufacturers, decorators, gas fitters, etc., etc. According to the balance sheet furnished to the petitioner the working of the Company up to January 23, 1914, showed a loss of \$14,764.37. The balance sheet for 1914 showed a loss of \$34,678.63 and liabilities of \$137,148.77. The Directors had borrowed from local firms, persons and companies sums amounting to \$19,555.96. Since its incorporation the company had not kept any banking account to record the monetary dealings and transactions of the company. The directors, owing to breach of their duty as such directors, had not insisted upon the payment by the various persons who agreed to subscribe towards the capital and had refunded to one of such persons, Chan Wai Po, the sum of \$1,300 subscribed by him when he agreed to subscribe \$5,000 as his share of the capital. He only paid the sum of \$2800.

The company, continued the petition, was unable to pay its debts in the circumstances and it was just and equitable that the company be wound up. Other business concerns in Hongkong similar to that carried on by the company had shown a profit. The assets of the company were of considerable value and included piece goods, silk, jewellery and other goods, merchandise of every description and if prudently realised would be sufficient not only to pay and satisfy the Company's debts and liabilities but pay a dividend to the members.

Another affidavit filed by three shareholders holding respectively 65, 18 and 5 shares stated that nearly all the other shares of the company were held by other persons well known to them who resided in the country and who were desirous of voluntary liquidation.

Mr. G. C. Alabaster, instructed by Mr. G. F. Mason, of Messrs. D'Almeida and Mason, supported the petition and the opposing shareholders were represented by Mr. Eldon Potter, instructed by Mr. Neetham of Messrs. Evans and Neetham.

Mr. Potter took a preliminary objection to an affidavit on behalf of the petitioners which had only been filed on Friday. Counsel observed that Saturday was a holiday and he had not had an opportunity to reply.

Ultimately his Lordship ordered the affidavit to stand and adjourned the hearing of the petition till 10 a.m. on Monday, June 6, to allow Mr. Potter to reply. Referring to the engagement of cases his Lordship remarked that the congestion was not the fault of the Court but often of the parties themselves.

WOMEN'S WAR WORK IN HONGKONG.

The following two letters have been received from Matron D. Millicent and C. Michell, No. 27, General Hospital, Abbots, Cairo, dated the 6th and 28th April respectively:

"We have received through Colonel Gordon Hall's care of comforts for our patients from the Hongkong War Hospitals Supply which we are most grateful for. We have just started this hospital and are therefore doubly glad of such useful articles as sheets, pillow cases, bedcovers, etc. They are most acceptable and will be much appreciated by our nursing staff at times when such things are in great request and the supplies run short.

With many thanks to all kind donors."

"Colonel Gordon Hall has told me I may write and ask you if it would be possible to supply any of our needs for the sick in this hospital.

We have over 600 at present and are extending to our full 1,000 to take in patients from Mesopotamia. We get the outside from all over Egypt, and are getting dysentery too.

Mosquito nets 3 x 3 are most useful. Thin pyjamas, sweats, pipes, matches, stationery, cholera belts.

We are constantly being asked for canvas and wool as the men love making belts in fact anything like this to keep them employed when lying in bed, sometimes for weeks at a time. Razors and strops are very difficult to obtain. We have a lovely hospital here. It was the Egyptian Police schools and has adapted itself splendidly to its present purpose."

In answer to the above appeal, the Hongkong Association of Women War Workers hopes to be able to send off a box very shortly to No. 27 General Hospital, and will be very grateful for contributions of the following which may be sent to the Hon. Sec. at the City Hall, or to Mrs. I. C. Martin, 22 The Peak:

Stationery.

Old flannel trousers for making into cholera belts.

Canvas and wool for making belts.

Old razors and strops.

Materials for sheets, pillow cases, mosquito nets and thin pyjamas may be obtained at the City Hall every Tuesday morning between 10 and 12, and still more workers are requested to come and take materials as the Association is very anxious to send off a large consignment as soon as possible.

THE MAGISTRACY.

OPIMUM IN WATER CISTERN.

Five hundred and eighty-five taels of prepared opium was found by the Police cleverly concealed in the water cistern on board the Japanese steamer "Kamakura-maru," on arrival. Two arrests were made, the boatswain and the carpenter, and at the Magistracy this morning a remand on a charge of possession was ordered. The opium is valued at about \$6,000.

DUCKS IN CRATES.

OWNERS AND EMPLOYEES FINED.
Mr. F. C. Jenkin, Deputy Superintendent of Police (Reserve) charged eight Chinese in Mr. J. R. Woolf's court this morning under the Live Stock Importation Ordinance with not having identification marks on the crates. It was at first intended to charge defendants with cruelty, but as this would entail the attendance of Dr. Gibson, it was decided to proceed with the charge first mentioned.

Five men were charged in one case. The crates contained 208 ducks. The owner was fined \$50 and the remainder \$5 each.

In the second case three men were charged. The ducks numbered 101. A fine of \$50 was imposed on the owner and the other two defendants were each fined \$5.

EUROPEAN Y.M.C.A.

PROVISIONAL FINANCE COMMITTEE.

The following gentlemen have been invited to form the Provisional Finance Committee in connection with the effort to raise the sum necessary to fulfil the conditions of the offers of Mr. M. J. D. Stephens and Mr. J. J. K. O'Rourke towards a Building Fund:

"H.E. Sir F. H. May, K.C.M.G., Rear-Admiral Anstruther, C.M.G., H.E. Major-General F. Ventris, Captain S. E. Aiken, Messrs. C. E. Anton, G. W. Barton, J. M. Beck, Comdr. C. W. Beckwith, R.N., Messrs. W. H. Bell, C. H. Blason, F. S. L. Bowley, G. W. Burnett, H. A. Cartwright, C. Champkin, Lieut. Col. A. Chapman, the Hon. Sir C. P. Charter, Hon. Mr. W. Chatham, Rev. H. Copley, Messrs. A. Denison, W. E. Clarke, S. H. Dodwell, B. M. Dyer, G. T. Edkins, Comdr. F. J. B. Gibson, R.N., Mr. Justice Gompertz, Messrs. G. Grimble, B. A. Hale, H. Hancock, A. E. Harris, R. D. Harvey, C. H. P. Hay, Hon. Mr. P. H. Hoare, Messrs. H. Humphreys, F. C. Jenkin, Hon. Mr. J. H. Kemp, Messrs. A. S. Kemphorne, A. O. Lang, A. Mackenzie, Major D. Macdonald, Rev. J. R. Macdonald, Hon. Mr. C. McI. Messer, Messrs. F. W. Mitchell, G. H. May, D. K. Moss, G. C. Moxon, W. Nicholson, E. V. D. Parr, T. Petrie, G. Piercy, J. A. T. Plummer, Hon. Mr. H. E. Pollock, K.C., Rev. N. C. Pope, Messrs. E. Ralphs, J. Reid, Hon. Mr. Claud Severn, Hon. Mr. E. Shellim, Prof. Middleton Smith, Messrs. G. M. Shaw, A. B. Sorensen, N. J. Stubb, I. Sutherland, H. Sykes, A. Turner, W. B. Walker, J. H. Wallace, T. G. Weall, Major G. H. Wakeman, H.K.V.R., Rev. H. R. Wells, and Hon. Mr. E. D. C. Wolfe.

This committee will meet at the City Hall to-morrow (Tuesday) at 12.30 p.m.

BADEN POWELL BOY SCOUTS.

THE FLAG SALES.

On Saturday 3rd inst. the St. Joseph's College Baden Powell Boy Scouts assisted by the Fox Patrol of Boy Scouts sold Union Jacks on behalf of the Belgian Children's Relief Fund and Blind Soldier's Fund.

The Boy Scouts beg to acknowledge the receipt with thanks of the following donations:

N. J. Stabb \$100
Sir Robert and Lady Ho Tung 10
Lau Chu Pak and Sons 10
A. B. Crew 10
Ho Kom Tong 5
Rev. G. M. Spada 5
A Friend of Belgian Children 5

Despite the inclemency of the weather Boy Scouts were out all day Saturday selling flags and in spite of the weather being against them realised the handsome sum of \$324.15.

The Fox Patrol collected \$8.74.32.

The 1st Hongkong Troop, 249.83.

The Boy Scouts thank Messrs. Noronha & Co. and the Hongkong Printing Press for printing the flags free of cost; and The Victoria Cinema and Bijou Cinema Theatre for allowing Boy Scouts to sell flags before the performances and during the intervals.

The above fund has not been closed yet and all contributions will be most gratefully received by Scoutmasters Edwards and Dragg at 8, Pedder's Hill.

The parade postponed from last Saturday will probably take place next Saturday, weather permitting.

SAFE, SURE, ALWAYS CURES.

Do not suffer from cramps, colic or pain in the stomach when Chamberlain's Colic, Cholera and Diarrhoea Remedy is used. It is the only remedy that will cure these troubles in a few minutes. It is the only remedy that is safe for all ages. It is the only remedy that is always on hand. It is the only remedy that is always effective. It is the only remedy that is always reliable. It is the only remedy that is always successful. It is the only remedy that is always true. It is the only remedy that is always honest. It is the only remedy that is always fair. It is the only remedy that is always kind. It is the only remedy that is always gentle. It is the only remedy that is always sweet. It is the only remedy that is always pure. It is the only remedy that is always clean. It is the only remedy that is always fresh. It is the only remedy that is always bright. It is the only remedy that is always clear. It is the only remedy that is always strong. It is the only remedy that is always weak. 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THE WAR.

TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

THE GREAT NAVAL BATTLE.

DETAILED ACCOUNT BY ADMIRALTY OFFICIAL.

New York, June 4.

The first accurate and detailed account of the battle off Jutland is given to the American public by the Associated Press which received the description from a high official of the British Admiralty, who has studied all the official reports. It is as follows:—

"We were looking for a fight. The stories that our Fleet was decaying by the German, is the absolute nonsense. Indeed, in a word, with an inferior fleet we engaged the entire German Fleet who were interrupted in their plans and driven back to harbour."

Thus we sustained heavy losses, which we expected, but we also attained expected results.

I must admit we had extremely hard luck with our battle-cruisers, but the loss of three great ships in no wise cripples our control of the seas."

PHASES OF THE BATTLE.

The battle had four phases:—

Firstly, the opening at 3.15 in the afternoon when our battle-cruisers at a range of six miles joined action with the German battle-cruisers."

Secondly, the speedy arrival of battleships of both sides, the Germans arriving sooner than ours, but, before that, our three battle-cruisers had been blown up, supposedly by gunfire, but possibly they were torpedoed. At such close-range fighting our battle-cruisers might be criticised for bad tactics, but our Fleet, following the traditions of the Navy, went out and engaged the enemy, and the weather made them do so at close range.

Thirdly, the engagement of the battleships was never more than partial. It included a running fight as the German Dreadnoughts fled towards their bases. The big ship fighting was over by 9.15.

Then came one of the weirdest features of the battle, as the German Destroyers made attack after attack, like infantry following artillery preparation, on our big ships. These onslaughts were futile, not a single torpedo getting home.

These attacks ended in the morning. The scene of the battle was swept by Admiral Jellicoe's Fleet who reported that not a single enemy vessel was in sight.

Any description can only be fragmentary pending Admiral Jellicoe's report.

AN AMAZING INCIDENT.

It is an amazing incident that the super-dreadnought *Marlborough* steamed into a veritable hornet's nest of submarines and skillfully avoided three before she was hit, but she is now safely in harbour.

GERMAN LOSSES.

Early in the engagement, according to Rear-Admiral Beatty's report, a German cruiser, after being badly engaged, blew up and broke in two and sank. The British pursuing Fleet left behind them another German battle-cruiser, *hans combat*, and when they returned she was missing. She must have sunk.

This accounts for two enemy battle-cruisers and the Germans admit the loss of two battleships.

The Admiralty has reported the sinking of four German light cruisers. That the Germans have acknowledged the loss of six destroyers is the best hope that the German loss is even greater. But we do not intend to make estimates until we have complete official reports based on absolutely certain evidence.

Zeppelins did not play the part attributed to them. Only one appeared and remained in action for a very brief time. It then retired under heavy fire badly damaged.

The weather was such that it is doubtful if any aircraft would have been of much service.

NO ENEMY SURPRISES.

The enemy sprang no surprises. There were no 17-in. guns and no new tricks.

This bad weather was the hardest luck our Fleet has yet encountered. Nevertheless with a fight like Wednesday's action every day, we could stand the loss much better than the Germans.

The Associated Press adds that future details will be even more heartening for Britons.

ANOTHER.

ADMIRALTY STATEMENT.

LONDON, June 5.

The Admiralty has issued a statement generally similar to that made to the Associated Press of America.

It states that when the main body of the British Fleet came in contact with the German High Seas Fleet the briefest period sufficed to compel the Germans, already severely punished, to seek refuge.

"This was possible owing to the low visibility and the mist. The Grand Fleet was only able to get in momentary contact with the enemy's ships now and then. No continuous action was possible."

The pursuit continued till the light wholly failed, but British destroyers were able to make a successful attack during the night.

After driving the enemy into port, Admiral Jellicoe returned and scoured the main scene of action in search of disabled vessels. By noon on Thursday it was evident that nothing more could be done and the ships returned to their base, refuelled and were again ready for sea on Friday (4th) evening.

"The word is mutilated in the cable, which gives it as *Hinday*—Ed."

GERMAN LOSSES.

The Admiralty states that the British losses have been fully stated. There is nothing to add of substance. The Admiralty do not doubt that the German losses were heavier, not merely relatively but absolutely."

There is the strongest ground for supposing that the German losses include:—

- Two Battleships
- Two Dreadnought Battle-Cruisers, of the most powerful type.
- Two of the latest Light Cruisers, viz. the *Westphalen* and *Elbing*.
- A Light Cruiser of the *Rostock* type.
- The Light Cruiser, *Frauenlob*.
- Nine Destroyers, at least.
- A Submarine.

THE CASUALTIES.

LONDON, June 4.

Up to the present 250 officers and 250 men have been saved.

Among the victims are Rear-Admiral Arbuthnot and Midshipman Scott, son of Admiral Sir Percy Scott, who were both on the *Defence*.

(Havas Service.)

THE NAVAL LOSSES.

LONDON, June 3.

In the Naval fight the British losses were two battle-cruisers, three cruisers and eight destroyers; and the German losses admitted by Germany were two dreadnoughts, two battle-cruisers, three cruisers, six destroyers and one submarine.

The German fleet was compelled to return to its base on the 1st June before the arrival of the British Battle Fleet.

CHAMBERLAIN'S PAIN BALM.

A TOUCH of rheumatism, or a twinge of neuralgia, whatever the trouble, Chamberlain's Pain Balm drives away the pain at once and cures the complaint quickly. First application gives relief. When a bottle of it is kept in the house the pain of burns and scalds may be promptly relieved, cuts and bruises quickly healed and swellings promptly reduced. In fact, for the household it is just what everybody needs, as every family should be provided with it. For sale by all Chemists and Druggists.

THE FIGHTING AT VERDUN.

PARIS, June 4.

A Paris *communiqué* states:—There was a heavy attack last evening in the ravine between Dambloup and Vauxfort, and the enemy gained a footing in our trenches but a counter attack immediately drove him out. A second attack in the morning failed before our artillery fire.

THE EXPORT OF ANILINE FROM GERMANY.

BRITISH CONCESSION ABUSED.

LONDON, June 4.

The Amsterdam "Handelsblad" says that owing to infractions of the Anglo-Dutch agreement whereby Great Britain allowed the export of aniline from Germany, several Dutch cargo steamers are held up by the British and have been obliged to discharge their cargoes of aniline. The steamer "Rondo," with 1,400 cases, was allowed to leave Dordrecht on the condition that the aniline which was addressed to the Governor-General of the Dutch Indies and is urgently needed, be placed at the disposal of the British Consul of the Dutch Indies.

STEAMERS SUNK.

LONDON, June 4.

The British steamers *Devskand* and *Salmon Peel* have been sunk.

EARLIER TELEGRAMS.

THE BRITISH FRONT.

GALLANTRY OF CANADIANS.

LONDON, June 4.

General Sir Douglas Haig, in a *communiqué*, states:—Very severe fighting has continued unceasingly south-east of Ypres, between Hoge and the Ypres-Menin railway. The enemy, following up last night's initial advantage, pushed his attacks at night and succeeded in pushing through the defences to a depth of 700 yards in the direction of Zillebeke. The Canadians, who are holding this sector, counter-attacked at seven in the morning and succeeded in gradually driving the enemy from much of the ground he had gained. The Canadians behaved with the utmost gallantry in counter-attacking successfully after a heavy and continuous bombardment. The enemy losses were severe, and many German dead were abandoned.

General Mercer and General Williams, of the 3rd Canadian Division, who were inspecting the front trenches yesterday during the bombardment, are missing. Opposite Reyserey a small party raided a German line last night, bringing back prisoners after a sharp engagement, in which the German trench party suffered casualties. We bombed several German dugouts and mined an enemy trench south-west of Augres last night, disposing of the garrison above ground. We also bombed five dugouts, retiring without loss. There has been much artillery activity to-day at Loos.

THE FRENCH FRONT.

MORE FIERCE GERMAN ATTACKS AT YERDUN.

PARIS, June 3.

A *communiqué* states:—On the left of the Meuse our positions at Hill 304 and our second lines were subjected to a severe bombardment. On the right of the Meuse the struggle continues in the Vaux Fort sector with the same desperation. All the enemy attempts against our trenches to the west and east were repulsed. The Germans multiplied their furious assaults against the Fort itself, despite the ravages caused in their ranks by our artillery and machine-guns, which drove the foe back time after time. Nevertheless, the enemy penetrated a fosse north of the Fort, in the interior of which we are holding out vigorously.

PARIS, June 4.

A *communiqué* states:—On the right bank of the Meuse there has been no infantry action. (The artillery duel has continued in a most violent manner on the Thiaumont Farm and Vaux Fort, but the situation has not changed at Vaux Fort. The enemy has not attempted to develop the advantage he gained last night. Our second lines on the right of the Meuse were bombarded.

ALLIES AT SALONIKA.

MARTIAL LAW PROCLAIMED.

SALONIKA, June 4.

The Allies have occupied the telegraph offices, the Prefecture, the Port and Customs, simultaneously taking extensive precautions to prevent the possibility of opposition. The Commanders of the Gendarmerie and the Police were relieved of their functions, and martial law has been proclaimed.

ECONOMY IN THE END.

It costs but a small amount to keep Chamberlain's Cough, Cholera, and Diarrhoea Remedy always in your medicine chest and it is economy in the end. It always cures and cures quickly. For sale by all Chemists and Druggists.

THE ITALIAN FRONT.

AUSTRIAN OFFENSIVE.

EVERYWHERE "STOPPED DEAD."

ROME, June 3.

A *communiqué* states:—The enemy offensive has continued uninterruptedly, but it was everywhere stopped dead. There has been an intense bombardment at Posina and Torcy. The enemy violently attacked the Posina heights but was everywhere repulsed with heavy losses. North-east of Cugio the position at Belmonte changed hands repeatedly, and eventually it was brilliantly recaptured and held by the Italians. Enemy aircraft bombed Ala, Verona, Vicenza, and Schio, doing only the slightest damage. Six persons were wounded. The Italians dropped a hundred bombs on encampments in the Astico valley. Good results were observed and the air men returned unharmed.

[FOREIGN OFFICE TELEGRAMS.]

THE ASIATIC THEATRE.

LONDON, June 1.

In the Asiatic theatre North of the Armenian Taurus each side is apparently holding the other. South of the mountains the Turks have been hurrying reinforcements along the Bagdad railway to Fuglad and have pushed out a fairly strong column to Rawanduz where one Russian force is advancing. Neither side has yet announced any conflict in this direction.

THE BULGARIAN INVASION OF GREECE.

LONDON, June 1.

A Bulgarian force with some German engineers has occupied Greek forts commanding the approaches to Cavalla, the port which Bulgaria desired after the Balkan War but which Greece took. So far there has been no further Bulgarian advance.

The Anglo-French force at Salonika is now believed to be very large and well supplied. It has just been reinforced by the reorganised Serbian Army from Corfu, all longing to be up and at the Bulgars.

(Continued on Page 3.)

THE PROSPERITY OF SHIPPING.

SOME MARINE INSURANCE FIGURES.

Black as the war-clouds may appear, there is a silver lining to them. Many industries that were languishing before the war are now in the heyday of success. Shipping, in all its varied phases, is however, enjoying phenomenal prosperity, says a London correspondent. Freight rates are such as to make the mouths of the most covetous water-carriers open. Dividends are being paid and just sums carried to reserve to be utilized in the near future to build new and up-to-date ships to meet the requirements of the world's coming increase in international commerce, as well as to replace the respectable number of merchant vessels that the German submarine plus a have sent to the bottom.

In these circumstances it is not surprising to find marine insurance to be doing well. Although underwriting marine risks contain a strong speculative element even in times of peace, which in war becomes almost a pure gamble, marine insurance companies are paying increased dividends and have considerably strengthened their position, notwithstanding the many adverse circumstances that have operated and continue to operate against them.

ILLUSTRATIVE FIGURES.

In the following table taken from the "Times" are set out the net premiums, expenses and the actual percentage of profit, after allowing for the amounts put to suspense to close the accounts of seven companies that bear out the foregoing remarks.

How satisfactory they are is seen from comparing the percentage of profit with the corresponding figures for 1913: The British and Foreign percentage of 21.5 compares with 15 in the previous year; the Indemnity 16.9 with 16.4; the Mercantile 20.4 with 17.7; the Reliance 17.4 with 17.2; the Union 14.2 with 12.4. The actual surplus in each case is also very satisfactory.

SURPLUS ON 1914 ACCOUNT.

	Net Pre.	Ex.	Profit.
Company, minif. penses Actual P.C.			
British & Foreign	£405,343	252,079	210,671 21.5
Indemnity	617,734	22,187	104,968 16.9
Mercantile	224,487	17,794	22,607 20.4
Reliance	137,480	14,231	25,130 17.4
Sea	468,795	23,636	60,802 17.2
Union	740,398	38,304	104,804 14.2
World	244,073	11,947	40,905 16.7

In the second table are shown the premiums for 1915, the claims paid so far and the percentage of settlements.

FIRST YEAR SETTLEMENTS IN 1915.

	Company	Premiums	Claims	P.C.
British and Foreign	£784,368	219,568	254	
Indemnity	1,043,239	312,197	30.0	
Mercantile	329,763	71,682	22.0	
Reliance	172,763	11,214	23.9	
Sea	623,594	104,747	31.2	
Union	1,111,054	432,370	38.9	
World	385,238	123,172	32.0	

In normal years the settlements shown would be exceptionally heavy for a first year, but it should be remembered that the war risk insurance is settled, as a rule, more quickly than marine insurance.

Since the war the capabilities of the London market for accepting the large insurance have very much expanded, owing to the way in which underwriters have met the needs of both owners and merchants for additional cover, and it is believed that British underwriters mean to hold their own in the future. Their financial position has never been stronger than it is to-day, and owners and merchants call to mind the figures of single companies for their insurance without aid from representatives of the market which has been doing the work of destroying the tripping of the world.

THE SEIZURE OF MAILS.

ANGLO-FRENCH MEMORANDUM.

The Memorandum presented by His Majesty's Government and the French Government to neutral Governments regarding the examination of parcels and letter-mails has been published as a White Paper, the text being in both languages.

The following are the principal points of fact contained in the document:—

SUBSIDIARY REVELATIONS.

Among numerous examples, it will be enough to quote 1,302 postal parcels containing altogether 437,810 kilos of rubber for Hamburg (steamships *Tijuna*, *Palma*, *Jaguaro*, *Mammoth*, *Aurore*, *China*, *Paris*, *India*) or further, sixty-nine postal parcels containing 400 revolvers for Germany via Amsterdam (steamship *Gelma*).

From December 31, 1914, to December 31, 1915, the German or Austro-Hungarian naval authorities destroyed without warning or preliminary visit thirteen mail steamers with the mail-bags on board, coming from or destined to neutral or Allied countries, without troubling any more about the inviolability of the despatches and correspondence they contained than about the lives of the inoffensive persons on board these vessels.

More recently their examination on allied territory of various mail-bags conveyed in vessels touching at certain ports in that territory revealed the presence, in the wrappers, envelopes and postal packets of articles of contraband particularly sought after by the enemy, for instance, on arrival of the steamship *Tubantien* in Europe there were found on board 17,415 of rubber, 10th of which were superior quality Para, as well as seven packets of wool; on board the steamship *Medan*, seven packets of raw rubber. A similar examination, made under the same conditions, of mail-bags leaving Europe revealed among the mail-bags on one steamship alone, the *Zandijk* (Dutch), no less than 308 packets of merchandise of various kinds.

The following letter from the German firm of G. Vogtman and Co. (dated December 1, 1915, from 18 Glockengasse, Hamburg) is particularly instructive:—

"For a certain time we have been receiving regularly from Para consignments of raw rubber, and you might give your attention to this matter. The consignments are sent as registered samples, without value, about 200 packets come by each mail, and each packet contains about 320 grammes net of rubber. The trouble of making up the packets and the high cost of postage are largely covered by the high price which the goods fetch here."

It is known that on December 15, 1915, raw rubber, which had been taken over completely by the German State authorities, was worth about 25 marks the kilogramme, and that, as the Hamburg merchant added, "ein guter Verdienst nicht ausgeschlossen ist" ("there is a chance of a good profit").

WHAT INVIOLENT MEANS.

On the ground that, on the one hand, inviolability does not apply to anything sent through the post that is not genuine correspondence, and that, on the other hand, it would be giving to this inviolability real application than it actually has if it were held to confer exemption from all examination on articles sent by post, even if they were contraband of war, the Allied Governments declare:—

1. That as regards their right of visit and search, and eventually of confiscation, goods sent in the form of postal parcels are not entitled to and will not receive other treatment than goods sent in other way.

2. That the inviolability of postal correspondence, laid down by the 1864 Hague Convention of 1907, detracts in no way from the right of the Allied Governments to search and, if necessary, to detain and seize goods concealed in wrappers, envelopes or letters contained in mail-bags.

3. That, faithful to their engagements and duly respecting real correspondence, the Allied Governments will continue, for the present to refrain from capturing at sea and confiscating such correspondence, letters or despatches and that they will ensure their being forwarded as rapidly as possible so soon as their genuine character has been established.

NEW PORT IN SIBERIA.

After June 14 American exporters for the first time since the opening of the European war, will have an opportunity to land goods directly in Russia according to information received recently from the Russian-American Chamber of Commerce. As announced by the American Russian Chamber of Commerce, recently organized in New York.

A cablegram announced that on that date, the port at Nikolaievsk, at the mouth of the Amur River in Siberia, will be opened for navigation. It is anticipated that much of the freight which has been going to Vladivostok during the winter months will be diverted to this port, from which it will be transported up the Amur River to Sretskiy, where connection is made with a railroad line, linked to the Trans-Siberian Railroad.

"The opening of this port will be to the Siberian coast, what the opening of Kola will mean to the region directly surrounding the Baltic," said Mr. E. C. Porter, secretary of the American-Russian Chamber—New York Maritime Register.

CLOSING SHARE QUOTATIONS.

Banks	£700 b
Unions	610 b
Cements	104 b
Sugars	106 b
Stocks	117 b
Docks	119 b
Wharves	83 aa

To-day's Advertisements.

WANTED.

A French (Yunnan) LADY'S COMPANION or some other person of experience with children, middle age and with a perfect knowledge of French to help in taking charge of 2 young children. Highest references required. Apply to MESSRS. 2, Queen's Road Central, HONGKONG.

HARPER'S PRICKLY HEAT POWDER.

A NATURAL EMOLLIENT AND ABSORBENT DUSTING POWDER. SCIENTIFICALLY COMPOUNDED FOR USE IN THE TREATMENT OF ALL ITCHING INFLAMMATORY CONDITIONS OF THE SKIN.

PREVENTION OF SORE FEET.

Apply a small quantity of the Prickly Heat Powder to the Soles of the Feet and between the Toes: this will ensure perfect ease and prevent Sore and Blisters.

PRICE 75 CENTS PER TIN.

PREPARED BY THE

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"ENGLISH TAILOR"
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ESTABLISHED 1900

"Only one can be best!" and the best isn't
the "just as good" kind, is it?
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"MALTHOID"

because a "Malthoid" experience of over a quarter of a century is found in every yard. Ask our experts, who will instruct or supervise FREE, and whose experience entitles them to your confidence—Use "Malthoid," as they recommend! then tell your friends what you think of it!

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CHEAP!
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Embraces All the qualities of A High Class Scotch Whisky for Connoisseurs.



Perfect Whisky Mellow like a Liqueur

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Wine Merchants.

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Tel. No. 135.

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P. & O. S. N. Co.

ROYAL MAIL SERVICE.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

For	Steamer	To Sail	Remarks
SHANGHAI	NAGOYA Capt. A. R. Garwood	4 p.m. 7th June	Direct Service
LONDON & BOMBAY	NAGOYA Capt. A. R. Garwood	10th June	Connecting at Cebu with Mail for Japan
SHANGHAI, KOBE, NELLORE and YOKOHAMA	NELLORE Capt. A. M. King	About 22nd June	Direct Service
LONDON via SPORE, NYNJA, SPORE, PANG, COBO, Port Said & MARSEILLES	COBO Capt. J. Gaunt	30th June	Direct Service

Wireless on all steamers. Return tickets at a fare and a half available on Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to E. V. D. PARR, Acting Superintendent.

P. & O. S. N. Co.'s Office.



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OSAKA SHOSHEN KAISHA.

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AMERICAN LINE. FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, KEELUNG, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

* "TACOMA MARU" Capt. T. Hamada, Monday, 12th June, at 3 p.m.
* "MANILA MARU" Capt. T. Hamada, Thursday, 22nd June, at 3 p.m.
† Omitting Shanghai and Nagasaki. * Omitting Manila and Nagasaki.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

S.S. "LUZON MARU" Tuesday, 6th June, at 7 a.m.

JAVA LINE. FOR MANILA, SANDAKAN, MACASSAR, SOURABAYA, SAMARANG, BATAVIA & SINGAPORE.

S.S. "NITKA MARU" Capt. T. Hamada, Tuesday, 27th June, at Noon.

FORMOSAN LINE. FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW, AMOY.

S.S. "SOSHU MARU" Capt. Murakami, Sunday, 11th June, at Noon.

S.S. "KAIJO MARU" Capt. Murakami, Sunday, 11th June, at Noon.

† Proceeding to Keelung via Swatow and Amoy.

† Proceeding to Anping and Takao.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

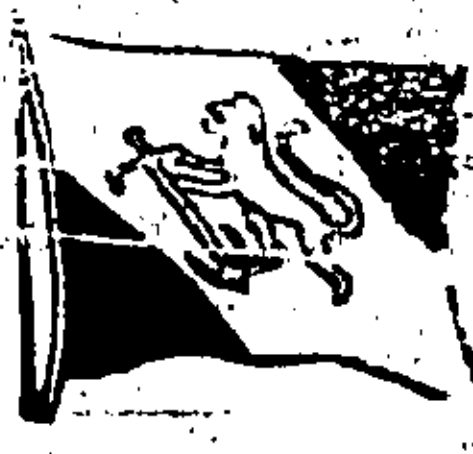
FOR FURTHER INFORMATION, APPLY TO:-

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THE EASTERN & AUSTRALIAN MAIL SERVICE



TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE EASTERN	10th June	1st July, at 11 a.m.
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THE above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, fresh provisions, etc., and are heated throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

All Steamers Fitted with Wireless Telegraphy.

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NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAIRO, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO. LTD.

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Proposed Sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	On or about

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REGULAR SAILINGS via PORTS and SUEZ PANAMA CANALS.

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Sails on or about

S.S. HOKUTO MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan

6th June

S.S. RIOJUN MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan

28th June

For Freight or Passage apply to

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SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI	CHENYU	June 6, at 4 p.m.
MANILA, CEBU & ILOILO	CHENYU	June 6, at 4 p.m.
HOIHOW & HAIPHONG	CHENYU	June 7, at 10 a.m.
MANHAI	CHENYU	June 8, at 4 p.m.
TIENSIN	CHENYU	June 9, at 4 p.m.
MANILA, CEBU & ILOILO	CHENYU	June 12, at 4 p.m.

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MANILA LINE. Twin Screw Steamers "Chinua," "Taming" & "Team"

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INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	Steamer	To Sail
SHANGHAI	CHOY-SANG	TUESDAY, June 6, at Noon.
KOBE & MOI	KU-SANG	THURSDAY, June 8, at Noon.
SINGAPORE, PENANG & CALCUTTA	LAISANG	THURSDAY, June 8, at 3 p.m.
SHANGHAI	WOSANG	FRIDAY, June 9, Daylight.
HOIHOW & HAIPHONG	LO-SANG	FRIDAY, June 9, at 8 a.m.
SANDAKAN	HUN-SANG	SATURDAY, June 10, at Noon.
SINGAPORE, PENANG & CALCUTTA	KU-SANG	SATURDAY, June 10, at 3 p.m.
MANILA	YU-SANG	SATURDAY, June 10, at 3 p.m.
SHANGHAI, KOBE & MOI	YU-SANG	WEDNESDAY, June 14, Daylight.
SINGAPORE, PENANG & CALCUTTA	FOOK-SANG	WEDNESDAY, June 14, at 3 p.m.
SANDAKAN	MAUSANG	FRIDAY, June 16, at Noon.

RETURN TOUS TO JAPAN.

THE steamers Kusan, Nowsang, Lokang & Fookang leave about every 3 weeks

generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and

Moi to Hongkong. Time occupied 23 days. This service is supplemented by the

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indemnity is offered) Kobe & Moi and returning thence direct to Hongkong. Time

occupied 19 days.

These vessels have all modern improvements and are fitted throughout with

Electric Light.

A duly qualified Surgeon is also carried.

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General Managers.

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NEW SERVICE OF STEAMERS BETWEEN

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Steamers are despatched EASTWARD and WESTWARD at regular intervals

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AND JAPAN PORTS.

EASTWARD.

WESTWARD.

S.S. SANGOLA, 3,184 tons, Capt. H. J. Baker, will be despatched for

SINGAPORE & PENANG on the 6th June.

The above Steamer has excellent saloon accommodations for passengers and

is fitted with all modern conveniences and carry a duly qualified surgeon.

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HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMER	CAPTAIN	LEAVING
---------	---------	---------

HAIPHONG Capt. J. W. Evans TUESDAY, 6th June at 2 p.m.

HAICHONG Capt. W. C. Passmore FRIDAY, 9th June at 3 p.m.

HAITAN Capt. J. S. Thomson TUESDAY, 13th June at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

Via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Tons & Speed	Leave Hongkong
---------	--------------	----------------

* DAIREN MARU 9,000-12 knots Sun. 13th June at Noon.

* FERSIA MARU 9,000-14 knots Tues. 4th July at 10.30 a.m.

* KWANTO MARU 9,000-12 knots Sat. 8th July at Noon.

* KIYO MARU 17,200-14 knots Tues. 11th July at Noon.

* TENYO MARU 23,000-21 knots Tues. 18th July at Noon.

* JINYO MARU 8,000-15 knots Wed. 26th July at Noon.

* SHINYO MARU 11,000-15 knots Tues. 1st Aug. at 10.30 a.m.

* SHINYO MARU 22,000-21 knots Tues. 15th Aug. at Noon.

† Proceeding to South American Ports. † Via MANILA, Omitting Shanghai.

* Cargo only.

First Class to London 271-10. Return (6 months) 2190.

" " New York 285-10. " " 236-10.

" " San Francisco 245-10. " " 236-10.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail

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SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz,

Bahia, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Tons & Speed. Sailing.

KIYO MARU 17,200-14 knots Tuesday, 11th July at Noon.

For full particulars as to Passage and Freight apply to

K. DOI Acting Agent.

Telephone 291. KING'S BUILDING (Opposite Blake Pier).

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Displacement	SAILING DATES
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LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAI, CAPE TOWN and

TENERIFE. * KAMO MARU Capt. Shimizu, Tons 15,000, THURSDAY, 8th

* KATHI MARU Capt. Kon, Tons 21,000, THURSDAY, 22nd

* YOKOHAMA MARU Capt. Shimizu, Tons 12,900, WEDNESDAY, 7th

* KAMO MARU Capt. Asakawa, Tons 15,000, TUESDAY, 27th

* TANGO MARU Capt. Takano, Tons 13,500, TUESDAY, 13th

* NIKKO MARU Capt. Takada, Tons 9,800, FRIDAY, 14th

* CAYLON MARU Capt. Tada, Tons 1,000, FRIDAY, 16th

* YETOHOFU MARU Capt. Ogura, Tons 9,000, FRIDAY, 24th

* NIKKO MARU Capt. Takada, Tons 9,800, SUNDAY, 11th

* MISHIMA MARU Capt. Wada, Tons 18,000, TUESDAY, 13th

* BOMBAY MARU Capt. Kobayashi, Tons 8,000, THURSDAY, 8th

* COLOMBO MARU Capt. Nomura, Tons 8,000, THURSDAY, 15th

* Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st single Yen 650.

" " Return " 975.

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To Victoria, Vancouver, Seattle, 1st Single " 230.

" " 1st Return " 243.

To Sydney, 1st Single " 240.

" " 1st Return " 273.11.

To Yokohama, 1st Return " 215.

" " 2nd " 83.

Round the World, 1st Class, Yen 2,100.

For further particulars apply to

T. KUBOMOTO, Manager.

SHIPPING

TO LET

TO LET.

OFFICES, 2nd Floor, St. George's Buildings.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, April 7, 1916.

TO LET.

HOUSE in Kowloon.
No. 2, Lyceum Villas.
Apply to—
CHANG YUK SHU,
C/O YEE SANG FAT CO.,
34, Queen's Road Central,
Hongkong.
Hongkong, May 22, 1916.

TO LET.

A HOUSE in Kowloon Terrace.
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

TO LET.

A SMALL GODOWN in Prince's Building.
For particulars etc. apply
THE HONGKONG CENTRAL ESTATE LTD
Hongkong, May 2, 1916.

TO LET.

OFFICES in Prince's Building.
Apply to—
SHEWAN, TOMES & CO.
Liquidators
RATNER BROCKMANN & CO.
Hongkong, April 15, 1916.

TO LET.

OFFICES on 1st Floor, No. 3 Queen's Road Central at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE CO., LTD.
Hongkong, April 29, 1916.

TO LET.

OFFICES at 2 Connaught Road.
OFFICES in King's Buildings.
ROUSES in CLIFTON GARDENS, Conduit Road.
No. 1, 'HILLSIDE' The Peak.
GODOWNS at Wanchai.
Nos. 1 & 2 West End Terrace, CANTON.
Apply to—
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

TO LET.

THREE-ROOMED FLATS in Humphreys Buildings, Kowloon.
FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Bath and Kitchen Ranges, Hot Water and Water Carriage System. A few flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
TWO ROOMED-FLATS in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Alexandra Buildings.
Hongkong, Dec. 29, 1915.

STEAMERS EXPECTED.

Mail.
The China Mail Steamship Company, Ltd.'s s.s. *China* sailed from San Francisco on the 24th May.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1897-1915.
The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 5 inches below mean sea level.
To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 4 feet 4 inches, and on the gauge at Leamoen Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

June 5th to 12th, 1916.

High Water		Low Water	
Day	Time	Day	Time
Mon	8 1/2	Mon	1 1/2
Tue	9 1/2	Tue	2 1/2
Wed	10 1/2	Wed	3 1/2
Thur	11 1/2	Thur	4 1/2
Fri	12 1/2	Fri	5 1/2
Sat	1 1/2	Sat	6 1/2
Sun	2 1/2	Sun	7 1/2
Mon	3 1/2	Mon	8 1/2

OVERLAND CHINA MAIL

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ALEX. ROSS & Co.

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(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRIES. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office: 48, Connaught Road Central, Hongkong. Telephone No. 459.
Shipyard: Sham-Sai-Po, Kowloon, Hongkong. Telephone No. 42.
Estimates furnished on application.

WONG PING-WA, Manager.

Hongkong, April 1, 1916.

SHIPPING

ARRIVALS.

June 3.
Kaitung, British steamer, 1,673, J. B. Evans, Haiphong, via Pakhoi June 1, and Hoihow 2, 1,143, General—BUTTERFIELD & SWIRE.

June 4.
Kaitung, French steamer, 739, Cornu, Haiphong, June 1, General—A. B. MARY.

June 4.
Kaitung, British steamer, 1,143, Ryers, Saigon May 30, Rice—BUTTERFIELD & SWIRE.

June 4.
Kaitung, Chinese steamer, 1,346, T. Kyle, Shanghai May 30, Beans—CUTLER.

June 4.
Lucan, Japanese steamer, 2,845, T. Watanabe, Kobe May 29, General—O. S. K.

June 4.
Kaitung, British steamer, 1,370, J. W. Evans, Fookchow, via Amoy and Swatow June 1, General—DOUGLAS STEAMSHIP CO.

June 4.
Kaitung, British steamer, 1,213, Edward Forsythe, Tientsin, Chefoo and Wei-haiwei May 30, General—BUTTERFIELD & SWIRE.

June 4.
Kaitung, Chinese steamer, 1,536, C. Stewart, Shanghai via Swatow June 3, General—C. M. S. N. Co.

June 4.
Nagoya, British steamer, 4,243, A. E. Garwood, R.N.R., Bombay May 19, and Singapore 31, Mails and General—P. & O. S. N. Co.

June 4.
Kaitung, Japanese steamer, 1,006, A. Kobayashi, Takao, via Amoy and Swatow June 1, General—O. S. K.

June 4.
Kaitung, British steamer, 1,384, C. W. Eddy, Shanghai June 1, General—BUTTERFIELD & SWIRE.

June 4.
Kaitung, Japanese steamer, 1,006, A. Kobayashi, Takao, via Amoy and Swatow June 1, General—O. S. K.

June 4.
Kaitung, British steamer, 1,022, C. Stewart, Saigon June 1, Rice—E. H. Ray.

June 4.
Kaitung, British steamer, 1,143, Wm. McDonald, Bangkok May 29, Rice—BUTTERFIELD & SWIRE.

DEPARTURES.

June 4.
Kaitung, for Swatow and Fookchow.
Kaitung, for Swatow and Fookchow.
Kaitung, for Swatow and Fookchow.
Kaitung, for Swatow and Fookchow.

PASSENGERS.

Per *Hailong*, from Coast Ports, Mrs. Skerrett Rogers, Miss E. A. Dawson, Mr. C. Richardson, and Ensign G. N. Kales, U.S.N.

Per *Hailong*, from Haiphong, Mr. Leslie Taylor, Mr. Chenet, Mr. Leprie, Mr. and Mrs. Dubouché and child.

Per *Hailong*, from London, Mr. A. Valentine, Mr. P. D. Lewis, Gunner Savage, Act. Gunner McLeod; from Gibraltar, Mr. J. M. Martinez, Mr. E. P. Guinea, from Bombay, Mr. and Mrs. D. K. Sethna, Miss Sethna, Mr. A. Fazlulabbay, Mr. A. Cader, Mr. C. C. Sherwood, Miss O. Rand, Mr. C. H. Aldersmith, Miss N. E. Robinson; from Colombo, Mrs. E. C. Bruce, Mrs. H. R. Salisbury; from Penang, Mr. and Mrs. Selator and child, Mrs. Porter and child, Miss Talbot; from Singapore, Mr. Styrker, Mr. and Mrs. C. Y. M. J. Via (Junior), Mr. and Mrs. Bicknell, child and anna, Mrs. H. Hus, Mr. and Mrs. Blanco, Messrs. Petrie, Burke, Hacking R. J. Bussard, J. N. O'Day, Mr. and Mrs. Robertson and child, Messrs. L. J. Kuhn, W. Midren, L. Danner, J. Green, T. McBride, H. S. Arundell, T. Kelly, W. B. Hunsford, H. E. Rizer, F. R. Arundell, C. F. Bartley, W. C. Ginter, G. Lamb, E. S. Spillar, M. R. Davis, J. M. Craig, Mr. and Mrs. Souden, Messrs. J. A. Raipier, H. Peireman, E. McCann, W. Winstaff, F. J. Swingle and J. F. Van Epps.

Per *Kaitung*, from Shanghai, Messrs. McIntyre, Kenake, Stevens, Burnham, Ross, Logan, Sister Ambrosi.

Per *Kaitung*, from Swatow, Mr. L. B. Green.

SHIPPING REPORTS.

The British steamer *Hailong*, from Swatow reports: Moderate S.E. winds and confused swell with heavy rain squalls.

The French steamer *Hailong*, from Haiphong reports: Fair in Tientsin Gulf and from Hainan to Nanning, fresh breeze and moderate sea from W.N.W. from Nanning to Hongkong.

WEATHER REPORT.

On the 5th at 12:10—No returns from Japanese stations.

Pressure has decreased along the coast, considerably in the North and slightly in the South. It is nearly stationary to the south of parallel 20° N.

A depression lies over China. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.06 inches.

Forecast for the 24 hours ending at noon on the 6th June.

1.—Hongkong to Gap Rock: S.W. winds, moderate; squally, overcast, rainy.

2.—Formosa Channel: The same as No. 1.

3.—South coast of China between Hongkong and Lanooks: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

POST OFFICE NOTICES.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Correspondence addressed to agency subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

Inward Mails.

Europe (London, 10th May, via Siberia), Kaitung, 7th June.

Mails will close for:—
TIMOR, AUSTRALIA, TASMANIA, NEW ZEALAND, PORT DARWIN & NEW GUINEA via THURSDAY ISLAND.

Per *St. Albans*, Registration at 10:15 a.m. Letters at 11 a.m., on Tuesday, the 6th June.

SHANGHAI & NORTH CHINA.
Per *Changyang*, at 11 a.m., on Tuesday, the 6th June.

STRAITS, CEYLON & INDIA via BOMBAY.
Per *Lucan*, at 11 a.m., on Tuesday, the 6th June.

SWATOW, AMOY & FOOCHOW.
Per *Hailong*, at 1 p.m., on Tuesday, the 6th June.

STRAITS.
Per *Songola*, at 3 p.m., on Tuesday, the 6th June.

PHILIPPINE ISLANDS.
Per *Changyang*, at 3 p.m., on Tuesday, the 6th June.

SHANGHAI & NORTH CHINA.
(Europe via Siberia).
Per *Changyang*, Registration at 2:15 p.m. Letters at 3 p.m., on Tuesday, the 6th June.

SHANGHAI British P.O., Saturday, 10th June.

HOIHOW & HAIPHONG.
Per *Kaitung*, at 9 a.m., on Wednesday, the 7th June.

FORMOSA via KEELUNG, JAPAN via ROSE, CANADA via VICTORIA, UNITED STATES, SOUTH AMERICA via SEATTLE.

Per *Lucan*, Registration at 10:15 a.m. Letters at 11 a.m., on Wednesday, the 7th June.

BATAVIA, SAMARANG, SOERABAYA & (PORT MORESBY via BATAVIA).
Per *Titaros*, at 2 p.m., on Wednesday, the 7th June.

FORMOSA via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN via MOI, VICTORIA & SEATTLE.

Per *Yokohama*, Registration at 2:15 p.m. Letters at 3 p.m., on Wednesday, the 7th June.

SWATOW, AMOY & FORMOSA via TAKAO & ANPING.
Per *Saku*, at 8 a.m., on Thursday, the 8th June.

STRAITS, CEYLON, DURBAN, CAPE TOWN, TENERIFF & LONDON.
Per *Kaitung*, at 11 a.m., on Thursday, the 8th June.

JAPAN via KOBE.
Per *Kaitung*, at 11 a.m., on Thursday, the 8th June.

CHINWANGTAO.
Per *Yokohama*, at 11 a.m., on Thursday, the 8th June.

STRAITS & INDIA via CALCUTTA.
Per *Changyang*, at 2 p.m., on Thursday, the 8th June.

SHANGHAI & NORTH CHINA.
(Europe via Siberia).
Per *Changyang*, Registration at 2:15 p.m. Letters at 3 p.m., on Thursday, the 8th June.

SHANGHAI British P.O., Monday, 12th June.

JAPAN via NAGASAKI.
Per *Yokohama*, at 9 a.m., on Monday, the 12th June.

SWATOW, AMOY & FOOCHOW.
Per *Hailong*, at 1 p.m., on Tuesday, the 13th June.

PHILIPPINE ISLANDS, AUSTRALIA, TASMANIA, NEW ZEALAND & NEW GUINEA via THURSDAY ISLAND.

Per *Lucan*, Registration at 2:15 p.m. Letters at 3 p.m., on Tuesday, the 13th June.

*Superscribed correspondence only.

HONGKONG REGISTER.

Barometer ... 29.78 ... 29.73 ... 29.71 ... 29.69 ... 29.67 ... 29.65 ... 29.63 ... 29.61 ... 29.59 ... 29.57 ... 29.55 ... 29.53 ... 29.51 ... 29.49 ... 29.47 ... 29.45 ... 29.43 ... 29.41 ... 29.39 ... 29.37 ... 29.35 ... 29.33 ... 29.31 ... 29.29 ... 29.27 ... 29.25 ... 29.23 ... 29.21 ... 29.19 ... 29.17 ... 29.15 ... 29.13 ... 29.11 ... 29.09 ... 29.07 ... 29.05 ... 29.03 ... 29.01 ... 28.99 ... 28.97 ... 28.95 ... 28.93 ... 28.91 ... 28.89 ... 28.87 ... 28.85 ... 28.83 ... 28.81 ... 28.79 ... 28.77 ... 28.75 ... 28.73 ... 28.71 ... 28.69 ... 28.67 ... 28.65 ... 28.63 ... 28.61 ... 28.59 ... 28.57 ... 28.55 ... 28.53 ... 28.51 ... 28.49 ... 28.47 ... 28.45 ... 28.43 ... 28.41 ... 28.39 ... 28.37 ... 28.35 ... 28.33 ... 28.31 ... 28.29 ... 28.27 ... 28.25 ... 28.23 ... 28.21 ... 28.19 ... 28.17 ... 28.15 ... 28.13 ... 28.11 ... 28.09 ... 28.07 ... 28.05 ... 28.03 ... 28.01 ... 27.99 ... 27.97 ... 27.95 ... 27.93 ... 27.91 ... 27.89 ... 27.87 ... 27.85 ... 27.83 ... 27.81 ... 27.79 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